OTTAWA AN OCEAN PORT

— AND THE —

EMPORIUM

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Grain and Coal Trade of North-West.

A PAPER READ BEFORE THE OTTAWA BOARD OF TRADE ON MONDAY,
THE 6TH OF NOVEMBER, 1893,

By McLEOD STEWART.

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OTTAWA AN OCEAN PORT

And the Emporium of the Grain and Coal Trade of the North-West.

AN ADDRESS DELIVERED BEFORE THE BOARD OF TRADE OF THE CITY OF OTTAWA, NOV. 7, 1893. BY MCLEOD STEWART, EX-MAYOR OF THE CITY OF OTTAWA.

GENTLEMEN,—

We are assembled here this evening to consider a subject which should be one of special interest, not alone to the people of our own city and section of country, but to all within the province in which we live—for the project of making Ottawa an ocean port and of thereby attracting to it no inconsiderable share of the trade and commerce of half a continent is one, I humbly conceive, of equal importance, whether viewed by us merely as citizens of Ottawa or in our more enlarged capacity as inhabitants of the banner province of the Dominion. There are two aspects in which this undertaking may be viewed: 1st. As a portion of the larger and more comprehensive scheme long known as the Ottawa Ship Canal; and, secondly, as a separate and distinct work, confined simply to an improvement of the line of navigation between Montreal and Ottawa. I may say, at once, that my preference is with the last named, and it will be my duty to-night to invite your attention more particularly to the advantages connecting themselves with it, though it will be necessary also for me, in order to ensure to all an intelligent grasp of the subject, that I should enter somewhat into the history of the whole project. I speak of my efforts in this matter as a duty, and I may add, that I find it to be so in a more impressive sense than that usually associated with the word,—for, in this particular instance, with the duty which I owe to the city and country of my birth, is allied that feeling of love and reverence which we all alike experience in endeavouring to carry out the last wishes of some loved one who is no longer with us.

Gentlemen, it was my father, the late William Stewart, while representing the future capital of United British America in the Canadian Assembly, who was the first to move in favour of the construction of an Ottawa ship canal. I hold in my hand the original resolutions drafted by him on the occasion referred to. For many years he had given the subject attentive and anxious consideration, throwing into it the full force of his energetic and enthusiastic nature. He was a man, as some of you may remember, of great force of character, with large, far-seeing, statesmanlike views—and the project in question was only one among many other important schemes and undertakings of a public character, which owed their origin, as I shall briefly have occasion to show, to his ready and prolific brain. You will, therefore, comprehend something of the feeling which I experience to-night, standing before you as I do in his place, to champion the rights and interests of the Ottawa Valley, in the matter indicated. I trust you will treat me with every indulgence, for the subject is not a small one, while my shortcomings as a public speaker are, as you know, many and various. As the resolutions in question are brief and to the purpose, and, moreover, from their nature and the circumstances connected with them, bear an historic interest, I shall venture to read them to you :—

Resolutions to be proposed by Mr. Stewart (of Bytown) in a Committee of the whole House, on the 26th day of July, 1847 :

1. *Resolved*,—That it is the opinion of this House that the region of the country bordering on Lakes Huron and Superior, in the British territory, abound in rich and most valuable minerals, and that much of the land lying between the Ottawa river and Lake Huron, as well as in many parts in the vicinity of Lake Superior, is fit for cultivation and for supporting a large population.

2. *Resolved*,—That whereas it is contemplated to make a canal from Lake Superior, across the Sault St. Mary's; and whereas such canal, followed up by a farther *safe, sheltered and short* communication to the cities of Montreal and Quebec, would tend much to the profit and security of all parties now, or hereafter to be, engaged in mining operations in the regions above mentioned, and would develope and promote the general interests of the province at large.

3. *Resolved*,—That it is the opinion of this House that such water communication can be attained by following the channel north of the Manitoulin Islands, to the mouth of the French River in Georgian Bay, Lake Huron—thence by damming and locking, ascend the French River

to Lake Nipissing,—and thence down the River Mattawa to the Ottawa River, and descending the Ottawa to Montreal.

4. *Resolved*,—That the distance from Lake Huron to the city of Montreal by the Ottawa river is less than half the distance by the route of the lakes and River St. Lawrence; that a water communication such as can be attained would avoid all the risk, exposure and expense inseparable from lake navigation, and would be a short, safe and natural outlet for the minerals, fish and immense agricultural produce of the extensive country bordering on Lakes Superior, Michigan and Huron.

5. *Resolved*,—That from the roads and facilities opened by lumbermen, together with the advantages of the posts of the Honourable the Hudson's Bay Company, a winter correspondence with the region referred to, *via* the Ottawa, could be kept up, which would be of incalculable importance to parties engaged in mining operations.

6. *Resolved*,—That (without contemplating the policy which would throw open such a water communication to the competition of foreign vessels or craft) it is incontrovertible that no other line of communication, capable of embracing so much of the northwestern trade of this portion of America, can ever be made so completely within the heart of the province, and would perpetually secure such trade to the cities of Montreal and Quebec; besides the immense trade it would create, and immediately embrace, in facilitating the lumber trade through an extensive region of country, more abundant in lumber (the great export staple of this province) than any other portion of Canada.

7. *Resolved*,—That such a communication considered as a means of defence (literally encircling the most valuable portion of Canada) and as a military highway to place troops and munitions of war at the highest settled points in the province, in a short space of time, and entirely unexposed to any invading army, is, of itself, a matter worthy of grave and serious consideration.

8. *Resolved*,—That the Crown lands bordering on this route might, with great public advantage, be appropriated, under proper enactment, to aid in the accomplishment of such a work, and the settlement of a large body of immigrants—and would be a stimulus and inducement to British and Colonial capitalists to undertake the completion of such a work, under liberal terms and concessions from the Government and Parliament of this province.

During the same session my father carried through Parliament bills for the incorporation of companies having for their object the construction of works with some relation to the larger scheme. One of these was for a railway to run between Bytown and Britannia, and the other for a railway between Carillon and Grenville. Both works were

designed on the "portage" plan, to overcome natural obstacles and difficulties of the Ottawa. Little did my father and the promoters of the Britannia bill dream what an important part they were unconsciously playing in the history of railway development on this continent; for, on the same line of route then proposed by them and adopted by Parliament for their little railway to Britannia (at present a favourite summer resort for civil servants and business men) there now exists the first western link from the Capital of our great transcontinental railway which unites the Atlantic with the Pacific Ocean.

En passant, I may say, that it was during the same session of Parliament—a session not without some sad and mournful associations, too, for it was held in Montreal during the prevalence of the great ship fever epidemic—that my father had the honour of introducing and promoting the passing of a bill giving to the erstwhile village of Bytown all the rights and privileges of a corporate existence. The resolutions I have read are self-explanatory, and duly impressed the powers that be. As the result therefore of my father's efforts, ably seconded as he always was by the late Hon. Thomas McKay, the late Hon. Hamnett Pinhey, John Egan, Ruggles Wright, John Scott, James Stevenson, Joseph Aumond, Edward Malloch, Captain Lyon, Captain Monk, Captain Lewis, Captain Blackburn, Captain Petrie, Daniel O'Connor, and other energetic and devoted members of the pioneer band of the Ottawa Valley, among whom, too, must not be forgotten my father's brother, the late Neil Stewart, then representing the County of Prescott in Parliament, an appropriation of £50,000 was obtained for the construction of one link in the chain of navigation, viz., a canal extending from the head of Lake Chaudiere or Lac Des Chenes, 35 miles above the City of Ottawa, to the foot of Chats Lake. on the north shore of the Grand River, at Portage du Fort. It was designed to connect the navigable waters of the former lake, about 25 miles in length, with those of the latter, of the same extent, or for a total distance of fifty miles, the total length as laid out being 2.83 miles. Contracts were let to Messrs. A. P. Macdonald and P. Schram, and the work commenced in August, 1854. In November, 1858, however, a discussion arose in reference to the scale of navigation which should be adopted for navigation between Montreal and Lake Huron, and the Government having decided on undertaking a survey of the whole route, work on the Chats canal was abandoned for the time being, and has never since been re-

sumed. The work performed consisted chiefly of rock excavation and the preparation of stone for the locks, and involved an expenditure of $482,950.81. It is idle, I suppose, to speculate on the reasons for making a commencement of so important an undertaking in this way, with the intervening obstacles of rapids and falls between the site of the proposed canal and clear water, the report of the Commissioner of Public Works for the late Province of Canada simply declaring that such a course was "deemed expedient," an official phrase we see frequently used and which is susceptible at times of rather wide application. It will be remembered that the same erratic course was followed by the Government of the day under similar circumstances on the River Trent, in the Newcastle district,and then afforded our talented townsman, Mr. T. C. Keefer, C. E., some opportunity for humourous comment, in his ably prepared prize essay on the "St. Lawrence and Ottawa," only, in the latter case, the gates and locks were completed, and the whole work afterwards resumed. Two surveys of the entire route from Montreal to Lake Huron followed; the first, in 1856, under the superintendence of Mr. Walter Shanly, a gentleman who has since gained a position of high distinction in his profession; the other, in 1860, under one no less able and eminent, Mr. T. C. Clarke, now of New York. Mr. Shanly estimated that 58 miles of a canal of 10 feet draft would be necessary, entailing an expenditure of $24,000,000. He likewise held the opinion that the route could be adapted to vessels of 8 feet for about $16,000,000. On the other hand, Mr. Clarke estimated the whole cost at $12,000,000 for a depth of 12 feet, with canalling of twenty miles, not including the Lachine canal or the improvements below St. Anne's locks. The main difference in the estimates is due to the fact that Mr. Clarke suggested the damming up of the Ottawa and the Mattawa rivers to a far greater extent than was proposed by Mr. Shanly, thus reducing the necessity for extra canalling. The details of both schemes will be found embodied in the reports of the respective engineers, which were laid before Parliament and have been printed for public information. I may here say that at this period my father had prematurely passed away, before the accomplishment of the great design conceived and submitted by him to Parliament, while many of those who were associated with him, the grand and rugged figures which limn the early history of this then wild and unsettled region of country had likewise gone over to the silent majority. But they were speedily replaced by others equally determined and

patriotic—the Scotts, Skeads, Powells, Bells, Wrights, Friels, Lyons, Whites, Churches, Curriers, Perrys, McLaughlins, Abbotts, Grants, Haggarts, Poupores, Tasses and Morrises—who did not allow the matter to rest, as the records of Parliament will testify. Committees sat, investigated and reported, and the halls of legislation were rarely silent on the subject. But the times were out of joint for an undertaking of such magnitude. The obstacles were many. There was first of all the financial crisis of 1857-59, whose effects were felt for many years afterwards; then the American civil war—followed by a change of Government in 1862; and another in 1864; then the formation of the great political coalition having for its principal object the confederation of British America; together with the abrogation of the Reciprocity Treaty with the United States, and many Fenian raids and invasions—all matters of national weight or concern which contributed to absorb public attention to the exclusion and detriment of minor objects. I may here say that party leaders and prominent public men on both sides have at all times united in approving of the scheme as a work of importance and even of necessity. Cartier, before leaving office in 1862, declared himself heartily in favor of it; Sir John Macdonald, both in and out of place, was always emphatically for it. Speaking at a public dinner given in his honour in this city in 1865, on the eve of the removal here of the seat of government, he declared that "just as sure as Ottawa "will be the capital of all British America—just as it will be the capital "of all the British possessions in America—just as sure as the legisla-"ture is settled here and they see this portion of the country, just so "surely will be carried out the great scheme of connecting Lake Huron "with the Ottawa. The subject has pressed not only upon the atten-"tion of Colonial public men but it has impressed itself also upon the "attention of British statesmen." On another occasion the "Father of Confederation" emphasized his previous declaration by saying that the "Ottawa Ship Canal and the Pacific Railway must be constructed, and no voice would be raised against the great national work, which would open the Western States and Colonies to the seaboard." Mackenzie, who was always most careful in his utterances, public or private, from his place in Parliament expressed himself as being perfectly satisfied that the Ottawa Valley presented the greatest facilities of any route upon the Continent for the transportation of the products of the North-west to the Atlantic Ocean, or rather to the head of Atlantic

navigation, Isaac Buchanan advocated the building of the canal in preference to fortifications, as it would, he believed, be not only the most magnificent arm of defence, but would also be a cause of friendship with the Western States, and do more than anything else to secure us against war with the United States; and, at a later period, Sir Charles Tupper also bore eloquent testimony to the suitability of the Ottawa Valley to be the great channel of communication between the old settled parts of Canada and the magnificient prairies of the North-West. Coming down to more recent years we find Mr. A. M. Wellington, the editor of the *Engineering News*, of New York likewise studying the project of an Ottawa Ship Canal very carefully. Writing in 1889-90 he expressed the view that by adopting proper plans an amazingly cheap and good ship canal for vessels 24 to 28ft. draft could be built on the Ottawa route. I have been in correspondence with Mr. Wellington during the present summer, and in one of his communications he says: "I do not care to go into the details of the Ottawa "project at the present time any more fully than I have already done. "My conviction, that the Ottawa River affords the best opportunity *on the globe* for "a well planned ship canal, is a fixed one." But why multiply examples of this description—the voice of public opinion was and is unmistakeably in its favour—even the Dominion Board of Trade, an organization which rendered much useful service to the country in its day, and which, it seems to me, it would be well to revive, passed a resolution, notwithstanding the pressure of hostile interests, in favour of the Ottawa route. I have mentioned the American civil war as being the means of unsettling men's minds on most subjects. It also caused this country and the Imperial authorities some disquietude. It was feared that at the termination of hostilities the United States with an immense army on its hands might turn its attention to Canada, with a view to the enforcement of the "Munroe Doctrine." One result of this feeling of uneasiness was the appointment of a Commission of Defence which made various suggestions and recommendations. In conjunction with the labours of this Commission, two officers were appointed to go over the route of the proposed Ottawa and Lake Huron navigation and report as to its advantages as a work of defence. The officers selected for this important task were Admiral Sir James Hope, the Commander-in-chief of the North American and West Indian Station, and General (afterwards Field Marshal the Right Honourable) Sir John Michel, Commander-in-chief of Her Majesty's forces in Canada. These eminent and

distinguished officers made a personal examination of the entire line of navigation, and on their way back, were presented with complimentary addresses from the City Council of Ottawa. It was in the year 1865,—the year of Lincoln's assassination and one filled with much public excitement. I was present at the reception, and have preserved in my memory some portions of Sir John Michel's reply. The sailor, like most members of his craft, was a man of few words, and therefore did not go into the matter as fully as his brother in arms: "I "have been led to understand," said Sir John, "that I am the first "Commander of the forces who has traversed the direct route "from the Great Lakes to the seaboard, and you have been pleased "to believe that I take a deep interest in the opening of this route. In "such belief you are justified. From all I have read and principally "from what I have seen in my tour, I am of opinion that the route is "not only practicable but has few material difficulties to contend with. "I believe that the ties which happily unite Great Britain and Canada "will be closer drawn by the opening of this route. I believe that the "commercial development which will be produced would be incalcul-"able. I believe that America and Canada, and consequently Great "Britain, would be so commercially allied by the opening of this route, "that the grand object of all true lovers of either of these countries "would be attained, namely, the certain peaceful dispersion of every "little cloud that might arise in the political horizon of North America." "On these grounds" added the old soldier, I "recommend you cordially to unite in furthering this grand scheme for rendering you a great nation." But Sir John Michel did not rest here. Before leaving Canada, in 1867, he gave the Montrealers a few parting words of advice in the premises; "Our time is short," he said, "yet "before we part I would wish you all to take home with you one or two "points for your deep consideration, to be conned over there, and in "your civil lives steadily to be carried out. I now speak to your "whole country, but especially to you, men of Montreal. You are "placed in a position held by no other city that I know of in the world. "You are placed on the only spot on a vast continent which can be "made the receiving house of one-third a continent's exterior trade, and "able to dispatch that third to Europe. You have the power of being, "and you must be one day or other, one of the most flourishing "capitals on the face of the globe. But you are unsafely situated— "your gains some day, if you are unwisely penurious, may be taken to

" pay for your capture; your very prosperity may be the cause of your " ruin. I will endeavour then, as a legacy, to leave you one or two " words of advice. Fortify—arm—open the great water route to the " west. As a soldier I tell you that your city and island may be made " most powerfully strong at no very great expense. Your militia should " be made real—your volunteers a second line; whilst the grand route " to the sea by the Ottawa and French river should as soon as possible " be undertaken, giving you a backbone of military strength, and bring- " ing to your doors the vast trade of the vaster west. I see before me a " vision of the Great West, both of the United States and Hudson's " Bay Territory, pouring its volumes of agricultural wealth by this route " to Montreal, and from thence to Albany and Quebec to Europe. I " see the vast metallic fields on the shores of the Superior and Huron " and upper rivers pouring forth their wealth. I see the unemployed " millions of the old world hastening to this land of plenty, and I behold " Montreal the undoubted Capital and Queen of this noble Empire. " But no, it is no vision, it is a reality of the future. And so I say to " you, men of Montreal, open quickly your canal—develop your re- " sources—fortify and arm, and peace and plenty will be the result."

One of the first works provided for by the B. N. A. Act after confederation was accomplished, was the construction of the Intercolonial Railway, an undertaking designed to serve as a means of defence as well as to meet a commercial necessity, for it afforded the Dominion what it had not hitherto had, an independent seaport throughout the year. When this great work was fairly under way, the Government found itself free to take up the subject of canals, and with a view to a proper consideration of the necessities of the position, a Royal Commission was appointed, consisting of Sir Hugh Allan, Sir C. S. Gzowski, Mr. Samuel Keefer, C.E., Mr. Jardine, and other eminent authorities, to examine and report in the premises. This was in 1871 or thereabouts. As the result, directly or indirectly, of the labours of this Commission, a policy of canal extension and improvement was decided upon with reference to the Welland, Lachine, St. Lawrence, and Carillon and Grenville canals; while the Murray canal, uniting the head of the Bay of Quinte with Lake Ontario, a distance of 6⅛ miles; the Sault Ste. Marie canal spoken of by my father, running through St. Mary's Island, to connect Lake Huron with Lake Superior, thus overcoming the Sault Ste. Marie Rapids, a distance of ⅔ of a mile, and some minor works, were to be

constructed. Parliament having ratified these arrangements, the enlargement of the Carillon and Grenville canals was commenced in 1871 and completed in 1882, at a cost of $4,025,346, while the work at St. Anne's, commenced in 1873, was completed in 1883. About the same time, it was decided to build a short canal on the Upper Ottawa, designed to overcome the L'Islet rapids and open communication from Bryson village to Aberdeen, a distance of 70 miles. This work, known as the Culbute canal, was completed in 1886, at a cost of $413,717. Nothing has since been done in the way of canal improvement in the Ottawa country—I mean on the proposed line of navigation to Lake Huron—and the construction of the Canadian Pacific Railway, which at this time seems to have been resolved upon, and which, thanks to the indomitable energy of two "brither Scots," Sir Donald Smith and Lord Mount Stephen, has been happily accomplished, would appear to have had the effect of driving all thought of the Ottawa Ship Canal out of the mind of the Government. At least, we hear nothing or next to nothing now in official circles on the subject. But I need hardly assure you, gentlemen, who know something of the trend of public opinion, that the feeling throughout the Ottawa Valley in favour of this great work of improvement and necessity, is just as strong and as active as it ever was in times past, and more particularly is it so at this moment, in an era of great enterprises, when the whole world seems to have awakened to the conviction that the chief requisite of the times, wherever practicable, is canals. You have doubtless all heard something about the great Manchester ship canal now nearing completion, at a cost of $80,000,000, a work which will convert the great European cotton metropolis into a seaport of the first rank. A few facts about this remarkable undertaking will not be without interest on the present occasion. As I learn from the public journals, when the project was first mooted many people laughed at it, while from Liverpool and from the railway companies the most strenuous opposition was threatened. The promoters, however, had faith in the project, and the people of Manchester supported them with splendid liberality. They were, therefore, after a long struggle, able to beat down the opposition to which I have referred, and the only difficulty to be faced was the practical one of raising the money. The first estimate of the cost was five millions three hundred thousand pounds, and it took from 1885 to 1887 to settle the pre-

liminary difficulty of finance. The first "sod" of the new undertading was turned amid much rejoicing, and from that time to this the work has gone steadily on, with various vicissitudes. The canal starts from the left bank of the Mersey, a little above Liverpool, and nearly opposite Garston. It then skirts the estuary as far as Runcorn, where it turns inland, and following the course of the Irwell, terminates at Trafford Bridge in docks some eighty acres in extent. The canal is thus about 35 miles long, with a bottom of 120 feet and a depth of 26 feet. The cost of the undertaking has grown largely since the first estimates were published, and had it not been for the prompt assistance of the corporations of Manchester and Salford the work would probably, more than once, have come to a standstill. But it is now, as I have said, approaching completion, and when it is finished it will have been a work of far greater magnitude and difficulty than the cutting of the great canal at Suez. Then there is the great ship canal across the isthmus of Corinth, which in the face of almost incredible difficulties and obstacles, has lately been opened by the King of Greece; the Nicaragua ship canal, also now under construction; the Niagara Falls ship canal, which obtained an Act of incorporation from the Dominion Parliament during its last session; and various other works of a similar character projected or under way in the sister Colonies of the Empire. In the Dominion, while we are building new canals on the St. Lawrence and at Sault Ste. Marie, the friends and advocates of various other projects, including the Hurontario ship canal, the St. Clair Flats canal, and the Caughnawaga ship canal, are all eagerly pressing them upon public attention. Again, there is the submarine tunnel to Prince Edward Island, which the inhabitants of that picturesque and salubrious region, keep constantly before the public view, and to some purpose, for they have succeeded in obtaining from Parliament an appropriation for a survey. Is it a time for Ottawans and the friends of the Ottawa Valley to be idle and inactive; to remain with folded arms quietly inert? I think you will all agree with me that it is not, but that with all this display of energy and activity about us, the time has arrived when we should unite our forces and determindedly make a demand that something should be done for us—that we should be given our share of the good things. We are not a factious or unreasonable people, we men of the North. We have always been ready to contribute of our means and substance towards the development of the country, East, West or North-

west. It may be that we have not always been treated fairly in return, but we have never "put on a poor face," as the saying is, and have pursued our daily avocations in faith and confidence that our time would come and our turn be served in due season. Although, perhaps, we should not exalt our own horn, yet I will take the opportunity of saying, that nowhere on the face of the globe will there be found a people more industrious, more law-abiding or more exemplary, and, therefore, a people more deserving in every way of public favour and recognition, than the loyal, confiding and unselfishly patriotic subjects of the Queen dwelling in this section of our fair Dominion. Crime is almost unknown here; whilst the record of our material progress is one of which we may justly feel proud. As regards our financial weight in the State, I will give one item which will doubtless open some people's eyes—there is nothing like money to effect such a purpose. Permit me then to point to the TWENTY MILLION DOLLARS or more which the lumber interest has contributed to the public revenue within a recent series of years; and in doing so let me ask in the name of the great Valley of the Ottawa, is it not time that we were given something in return for all this money? Hitherto we have received but few favours from our rulers, a few timber slides or public buildings at most, which, I am informed, have paid for themselves twice over. Surely there ought to be a little more bread with such an enormous quantity of sack, as Prince Hal hath it. The advantages of the Ottawa route over that *via* the St. Lawrence are many and various. My father touches on this point, and since then my eloquent friend, Senator Tasse, who is always doing some good work, in his own inimitable way, has summed them up in a speech delivered by him in Parliament, which will be found fully recorded in "Hansard," and will well repay perusal; but I will not further dwell upon this phase of the matter to-night, because time presses and I must not longer detain you from your homes even for the discussion of a subject so entertaining and engrossing, as the one before us. Permit me, however, to read you something touching the resources of the Ottawa district. In looking over the other day a volume of Canadian pamphlets, I chanced to meet one having a special relation to the subject, and with which I was not a little pleased. It was the early essay on the "St. Lawrence and Ottawa," written by our distinguished and highly esteemed fellow townsman, Mr. T. C. Keefer, ex-president of the Society of Canadian Civil Engineers,to which reference has already been

made. In that portion of the work dealing with the Ottawa Valley the lecturer closes with these prophetic words :—"No one can look upon "the geographical position of the Ottawa without becoming convinced "that unless there be some positive disqualification it is a district which "ought not and cannot much longer remain a wilderness. Those who "have had such glimpses of it, as a trip up some of its beautiful tributaries "afford, can certify that when opened it will be second to no other "part of Canada in the healthy character of its climate—the fertility of "its innumerable and well watered valleys—the transparent purity of its "trout filled lakes and gravelly brooks ; or in the magnificent pan-"orama which is presented by mountain, flood, and plain—decked out "with evergreen and hardwood furring the sloping banks of her golden "lakes, and affording under the influence of the autumnal frost one of "the most gorgeous spectacles under the sun. Nor can the day be far "distant when those valleys will be filled with their teeming thousands "and the sheep and cattle on a thousand hills shall everywhere indicate "peace and progress—the happy homes of a people whose mission it is "to wage war only upon the rugged soil and the gloomy forest, to cause "the now silent valleys to shout and sing, and to make the "wilderness blossom like the rose." Hear also a prediction from another great authority, Walter Shanly : "The Ottawa country," he says, "abounds in iron ore of the richest description. Its forests of pine are inexhaustible. Its water power, as already stated, not only unlimited in capacity but available to its full extent at numberless stages upon the route. By the opening of the projected navigation this great manufacturing agent would be brought into comparative proximity to the granaries of Lake Michigan, and would immediately be turned to account in preparing the cereals of the west for the markets of the east. With such a combination of advantages in possession or in prospect, it is surely not difficult of belief that the valley of the Ottawa is destined to be not only the workshop of Canada, but one of the chief manufacturing districts of America." What I would say in conclusion is this : If the Government and Parliament of Canada find themselves unable, at present, from whatever cause, to take up the whole scheme, I would be content for one, if they were willing to deepen and improve the water-way and enlarge the canals, if need be, between Montreal and Ottawa city, to such an extent, as to warrant the passage of ocean going vessels from the Atlantic to our own harbour. To put it more concisely, I want Ottawa made an ocean port, and so become the present head

of Atlantic navigation in the Dominion. I have looked carefully into the matter and find that the work could be accomplished at a moderate cost and within a reasonable time. There are no great natural obstacles in the way, while such obstacles as do exist, are easily surmountable. As for the necessary sinews of war, why there is our own money in the national exchequer, as I have pointed out, with interest accruing all these years. One glance at the bird's-eye view of Ottawa harbour, which our accomplished architect and draughtsman, Mr. Stalker, has prepared at my request for the occasion, will convey to you some idea of the change for the better which this scheme would effect. Our harbour which to-day wears an appearance of almost hopeless stagnation would then be alive and busy during the whole of the summer months. Vessels of every description would come and go, while on all sides would be heard the cheerful hum of labour and industry. Wharves, piers, elevators, factories and other works of utility and industry would extend along the river front, on the one side from the Chaudiere to Rockliffe, and on the other from the Chaudiere to the Gatineau—perhaps beyond. Ottawa, in addition to her other advantages and resources from a business point of view, would then be a centre for the import, export and sea coasting trade, for there would be no need then to carry grain, cattle lumber and merchandise to Montreal or Quebec for shipment, or to discharge at those places. Cargoes could be made up here and the vessels proceed direct to sea. No need either for the merchants of Ontario to congregate at Montreal for several weeks in the spring awaiting the arrival of the Mediterranean and other fleets, for the vessels composing them could ascend the Ottawa and discharge cargo here at our own embankment as safely and expeditiously as elsewhere. This is no fancy picture—if it were there would be no Montreal to-day, with its three hundred thousand inhabitants, or more ; for the disadvantages under which Ottawa now labours in this regard were experienced to a very considerable extent by the Commercial Metropolis itself in her early days. In this connection, it may be mentioned, that it was but a little more than a generation ago, that ocean steamships first ploughed their way into the harbour of Montreal. If I mistake not the first arrival of the kind, the " Lady Eglinton," occurred in 1853, or 4. Doubtless, some idea of carrying ocean navigation as far as Ottawa must have occupied the mind of the Canal Commission in 1871, for I find, on reference to their report, that in considering the navi-

gation of our Grand River, they confined their attention almost exclusively to works for the improvement of the Lower Ottawa (*i.e.* from Ottawa to Montreal) which, owing to the very great increase of traffic thereon, they decided to place among works of the first class, said works to consist of the enlargement of canals on that river, "*or the construction of a new line of navigation of greatly increased capacity*," to be proceeded with as soon as the means could be granted for that purpose. That we would be doing no injustice to Montreal by pressing for this desirable undertaking will be apparent to none more than to the good people of Montreal themselves, who daily complain of the overcrowded condition of their harbour, and are endeavouring as best they may to provide for so great a drawback. It was only the other day (18th July) that that trustworthy exponent of public opinion, the Montreal *Gazette*, referred to the subject in the following terms: "Up to yesterday's closing at the harbour office," it said, "it was ascertained "that the total number of vessels which have entered the port of "Montreal this season is 326, of which 297 have cleared for sea. Every "berth in the port is occupied by vessels either loading or discharging "their cargoes, and the harbour masters have been kept busy finding "suitable accommodation for incoming vessels. Notwithstanding this "the agents of the coal trade are complaining that they are unable to "dispatch their vessels for a return trip as quickly as they should "owing to their vessels being detained in the port awaiting berths to "discharge. This they claim as a grievance, being loss of both time and "money." This condition of things, I am aware, has long existed and has been felt to such an extent that owners of coal cargoes have been compelled to go to Sorel and other places along the river to find accommodation. All the coal imported for the Grand Trunk Railway is so discharged, there being no room for it at Montreal. Under such circumstances, and with a trade which is yearly increasing and which must continue to increase as the country grows in wealth and population, there is and will be unquestionably business enough to fill both harbours, Montreal and Ottawa, ay! and Kingston, too,—for I am well aware of the ambitious designs of some of the commercial magnates of the Limestone city in this regard. The trade and commerce of this great country is but in its infancy. The United States in opening up the Cherokee Territory to settlement has made use of its last resource, and hereafter, the stream of emigration and settlement must, as Mr. James B. Campbell, of Montreal,

in his work on Transportation has so ably pointed out, follow the grain trade to the north. Every acre in the fertile plains and valleys of our North West will become occupied, and who can foretell the volume or extent of the output from those teeming regions? In the last long interview I had the honour to have with our departed premier, Sir John Macdonald, which was about four months before he died, that farseeing and patriotic statesman, touched on the subject Laying his hand on my shoulder, he said impressively: "If you live to be as old as I am now you will see a double track around Lake Superior, together with a ship canal by the Ottawa, both of which will be taxed to their utmost capacity to carry the grain and coal of the North West to their destination." The construction of the Ottawa Ship Canal, with its many superiorities over the St. Lawrence route, becomes therefore a necessity, sooner or later. Meanwhile, let us begin the good work by enabling ocean going vessels to reach the highest attainable point on this river. When we find "whalebacks" and other sea going vessels making their way to and from Chicago by the St. Lawrence and the Great Lakes, our project does not seem to be such a terrible undertaking after all. Let us remember also that the channel through Lake St. Peter, which has cost several millions of public money, was not deepened for the benefit of Montreal alone; on the contrary, it was undertaken for the benefit of the country at large, and especially, to use the words of the late Premier Mackenzie, for the purpose of "cultivating a through ocean trade to the Lakes." If to the Lakes, why not by way of the Ottawa, the shortest and most expeditious route? Our duty in the premises is clear: to make the most of our advantages and opportunities, and in this way while adding to our own prosperity to contribute to that of the country at large. Gentlemen, I have done, and it will be for you to decide whether I have succeeded in making out a case in favour of Ottawa, in whose onward progress we are all more or less directly interested. If I have done nothing more, I have, at least, furnished you with one fresh subject for thought and consideration—something like the fall fashions, "new and attractive." It will not do, however, to give up too much time to thought in the premises. We must imitate others and act, or we shall come out, to use a homely phrase, "at the small end of the horn." What we want in this matter is fair play, and with an "Ottawa district man," John Graham Haggart, at the head of the Department of Railways and Canals—an Ottawa representative, whose record

inspires us with just pride and hopeful confidence—I venture to think we shall get it. In closing, I desire to express my grateful acknowledgments for much cheerful and valuable assistance rendered in the preparation of this paper to the following eminent authorities in their several departments of thought and investigation, viz.: Walter Shanly, Esquire, C.E., Montreal; T. C. Keefer, Esquire, C.M.G., C.E., Ottawa; T. C. Clarke, Esquire, C.E., New York; Henry J. Morgan, Esquire, editor and author, Department of the Secretary of State, Ottawa; A. M. Wellington, Esquire, C.E., editor of the *Engineering News*, New York; and George P. Brophy, Esquire, C.E., superintendent of the Ottawa River works.